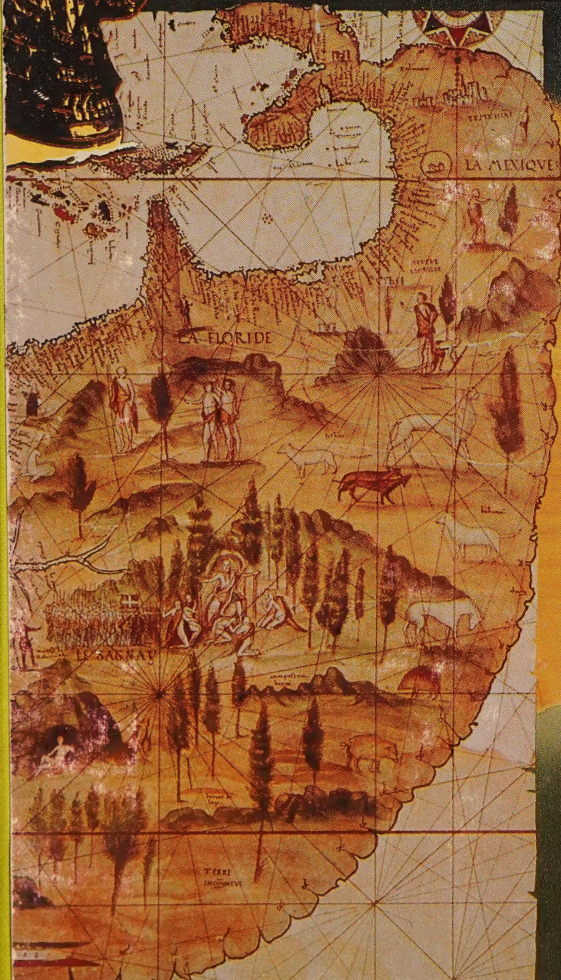





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IN THE FOOTSTEPS OF TACQUES DARTIER

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IN THE FOOTSTEPS OF JACQUES CARTIER



450 YEARS LATER: A STATISTICAL PORTRAIT

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Manuscript map of the world, Pierre Desceliers, circa 1550, facsimile. National Map Archives, Public Archives of Canada, Ottawa, NMC-27508.



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ACKNOWLEDGEMENTS

Jacques Cartier at Mount Royal, watercolour by
L.R. Batchelor, late 1920s. Picture Division, Public
Archives of Canada, Ottawa, C 10521.



FOREWORD

This publication was prepared by Statistics Canada to commemorate the 450th anniversary of Jacques Cartier's arrival in Canada. Statistics and text outline some of the changes that have occurred to the explorer's initial landfalls of Gaspé, Québec City, and Montréal.

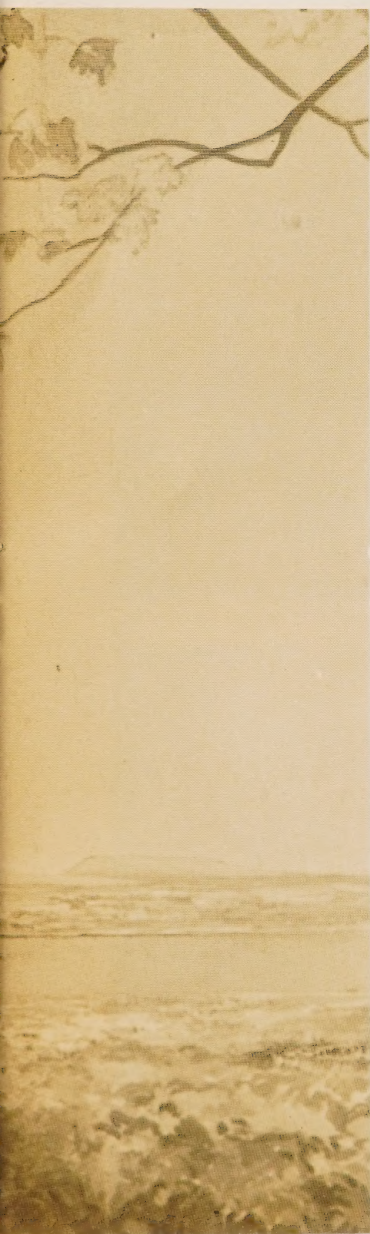
When Jacques Cartier set foot on the shores 450 years ago, he understood, in part, the potential of this fertile new land. But the fulfillment of this promise called for hard work, vision and dedication from those who followed in Cartier's footsteps.

In 1665, 130 years after Cartier landed at the Gaspé Peninsula's Baie des Chaleurs, a young administrator named Jean Talon was directed by Louis XIV to prepare for expansion of the colony of New France. During his first year as Intendant, Jean Talon carried out the world's first modern census. Statistics Canada considers itself to be derivative from the statistical work of Jean Talon. Virtually from its inception, Canada has recognized the key importance to its development of having a clear knowledge of the conditions of and prospects for its society.

This publication is offered in the spirit of Statistics Canada's basic mandate and mission — information service to the public.



Martin B. Wilk
Chief Statistician of Canada
Ottawa



A. Jacques Cartier avec trois bâtiments, remonte le fleuve St. Laurent qu'il vient de découvrir, 1535 [Cartier, with three ships, passes up the St. Lawrence which he has just discovered, 1535], engraving by Chavanne, mid-19th Century, after a painting by Theodore Gudin. Picture Division, Public Archives of Canada, C 101995.

B. Arrivée de J. Cartier à Québec (1535) [Jacques Cartier's Arrival in Québec (1535)], lithograph by Étienne David, mid-19th Century. Picture Division, Public Archives of Canada, Ottawa, C 5933.



A.

B.



JACQUES CARTIER'S NEW FRANCE

Jacques Cartier's discovery of the principal gateway to Canada in 1534 was the culmination of a series of ventures by hardy sailors who came from the French Atlantic ports in search of cod on the Banks of Newfoundland. Indeed, Newfoundland fish had appeared on French markets even before the voyages of Columbus and Cabot; although the earliest document referring to regular fishing is dated 1564. For Cartier, the real dream was to discover a passage that would link Europe to Asia and lead to gold and riches.

Thus in April of 1534, he was entrusted by King Francis I with two ships and 61 men to sail to the "newly found land to discover certain isles and countries where it is said there must be great quantities of gold and other riches." In just 20 days he reached Bonavista and made his way northward to the Isle of Birds, and on to the Straits of Belle Isle, which were already well known and mapped. As he moved westward along the north shore, he passed numerous natural harbours which bore the names of familiar French fishing villages; testimony to the French fishermen who had been that way on their earlier great fishing expeditions.

It was on this north shore of the Gulf of St. Lawrence where Cartier first met the Amerindians. His accounts display his unfamiliarity with the rocky and rugged land and, more particularly, the inhabitants he found there:

There are people on this coast (who) clothe themselves with the fur of animals, both men as well as women; but the women are wrapped up more closely and snugly in their furs; and have a belt about their waists. They paint themselves with certain tan colours.

Cartier's early encounter with the first Amerindians was soon followed by a meeting with the Micmacs. He sailed south along the west coast of Newfoundland to the Magdalen Islands and Prince Edward Island until he reached the mainland coast, where he turned north, arriving at the Baie des Chaleurs in July. Here he met a large party of Micmacs who, as soon as they saw that the newcomers were friendly, were anxious to engage in trading. Indeed, they appeared to have had previous contact with Europeans since they seemed to know what they wanted in the exchange:

As soon as they saw us they began to run away, making signs to us that they had come to barter with us; and held up some furs of small value, with which they clothe themselves. We likewise made signs to them that we wished them

*Cartier's first interview with the Indians at Hochelaga,
lithotint by Andrew Morris, 1850. Picture Division, Public
Archives of Canada, Ottawa, C 42247.*



no harm, and sent two men on shore, to offer them some knives and other iron goods, and a red cap to give to their chief. Seeing this they sent on shore part of their people with some of their furs: and the two parties traded together.

It was obvious that each party knew precisely what goods the other desired. While the Micmacs accepted the knives and iron goods, the French were after the fur pelts the Micmacs wore.

A short time later Cartier met a large number of Iroquoian people from the St. Lawrence Valley who had come to fish near the site of the present town of Gaspé. Here, in front of an Iroquoian crowd, Cartier and his men raised a 30-foot cross with a shield embossed with three fleurs-de-lis and a wooden inscription praising King Francis I. Cartier was not the first to raise such a cross. Earlier visitors had also put them up on various promontories to designate safe harbours and inspire religious faith. However, in Cartier's case, the natives felt he was trying to establish certain proprietary rights:

We erected this cross on the point in their presence and they watched it being put together and set up. And when it had been raised in the air, we all knelt down with our hands joined, venerating before them; and made signs to them, looking up and pointing towards heaven, that by means of this we had been redeemed ... The chief ... pointing to the cross ... made us a long harangue, making the sign of the cross with two of his fingers; and then he pointed to the land all around about, as if he wished to say that all this region belonged to him, and that we ought not to have set up this cross without his leave.

The chief who was gesturing so adamantly was Donnacona, the head man of the village of Stadacona (now Québec City). In the confrontation with Cartier's crew, he not only saw his territory threatened, he also lost two sons, Domagaya and Taignoagny, at least temporarily. They were taken off to France to learn the French language so that they could later serve as interpreters. Cartier was anxious that the cross he had erected not be removed, so he took care to explain the cross and his actions against Donnacona's sons:

We (told them) that the cross had been set up to serve as a land-mark and guide-post on coming into the harbour, and that we would soon come back and would bring them iron

A. Entering the river at Cape, undertaken by Charles W. Simpson, May 1842. Original: Public Records of Canada, Ottawa, C 11.

B. Jacques Cartier at Hochelaga, undertaken by J.R. Brant, May 1842. Original: Public Records of Canada, Ottawa, C 11.



A.

B.



wares and other goods; and that we wished to take two of his sons away with us and afterwards would bring them back again to that harbour ... five or six Indians ... made signs to us that they would not pull down the cross ...

Cartier then returned to France, where he recorded his discovery of the channel north of Anticosti Island and resolved to pursue further exploration.

On May 16, 1535, Cartier came back to the new land, this time with three vessels. After a tempestuous crossing which took 50 days, he reached Newfoundland. But he did not get to the Île d'Orléans, which he described as "the point where the province and territory of Canada begin," until early September. He had returned with Domagaya and Taignoagny who were happily reunited with their kinsfolk. Cartier then established a base camp at Ste-Croix below the Iroquoian village of Stadacona, which was then no more than a cluster of unprotected lodges.

But Cartier wanted to push upstream to Hochelaga (now Montréal) and this met with some hostility from the natives at Stadacona. They attempted to discourage Cartier from making direct contact with the more westerly village, probably to protect their own position as middlemen in the newly established trade with France. Nonetheless, Cartier decided to proceed, reaching Hochelaga, on the island of Montréal, on October 2nd. His initial impressions were favourable:

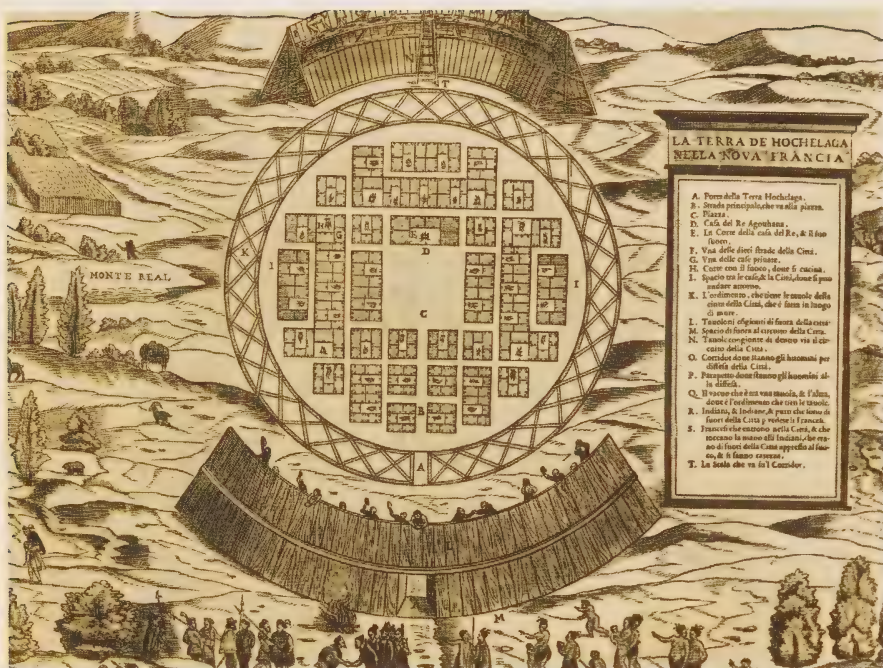
It was fine land with large fields covered with corn of the country, which resembles Brazil millet, and is about as large or larger than a pea. They live on this as we do on wheat. And in the middle of these fields is situated and stands the village of Hochelaga, near and adjacent to a mountain, the slopes of which are fertile and are cultivated, and from the top of which one can see for a long distance. We named this mountain "Mount Royal."

From the top of Mount Royal, Cartier viewed the upper reaches of the St. Lawrence, the Laurentian hills to the north and the great plain to the south and east, with its three cone-shaped hills. He was warned by the natives about the rapids that impeded navigation upstream and was regaled with tales of the wealth of the Kingdom of Saguenay, which he believed was in the upper country.

When Cartier returned to Ste-Croix, he found that relations with the Stadaconans had not improved. Faced with wintering over, his men took the precaution of building a fort in front of the anchored vessels. The need for winter pre-

A La Terra de Hochelaga Nella Nova Francia [The Earth of Hochelaga in New France], engraving. Remondino: 1674. *Printed by Dietrichus, Typogr. Amstelredamensis, Gualtero Cellario, C. 1674.*

B The Vision of the Holy Christian, Saint Francis, by the *Carte de la Nouvelle France*, 1674. *Printed by Dietrichus, Typogr. Amstelredamensis, Gualtero Cellario, C. 1674.*



A.

B.



cautions was very real, but the enemy proved to be the unknown disease, scurvy, and not the conflict with the natives. The winter took a terrible toll as scurvy struck, killing 25 men. The scurvy bewildered Cartier and also caused him concern lest "... the people of the country should become aware of our plight and helplessness" and take advantage of the situation. Fortunately, and quite by accident, Cartier discovered an old Indian cure-all which proved to be very effective against the disease. The bark and leaves of the *annedda*, probably the white cedar, were boiled to make a drink, and the dregs were used as a poultice.

In April, as preparations were made to return home, Cartier learned that there were disputes and problems at Stadacona. To avoid further trouble he decided to seize Chief Donnacona and nine others, all of whom were taken back to France. Cartier returned home with enormous accomplishments behind him. He had managed to make his way into the interior of this new land and he had amassed a wealth of information and even a small amount of gold. From that point on, maps from the sixteenth century would incorporate and display his findings.

In 1541, Cartier was commissioned to undertake yet another voyage to "enter deeper into these lands, to converse with the peoples found there and live among them, if need be." This time, Cartier did not return to the Ste-Croix site but chose a new location upstream from Stadacona at the western end of Cap Diamond. Here he built a fort on shore and a second, larger fort at the top of the promontory.

In September, Cartier was back on the island of Montréal at a village called Tutonaguy, intent on exploring the rapids which hampered navigation. His party was received by large crowds of natives and there was much feasting, but no attempt was made to push up country to the fabled Kingdom of Saguenay. In June 1542, Cartier broke camp at Charlesbourg Royal (the name he had given his fort) and set sail with a cargo of what he thought was gold, silver, pearls and precious stones.

In the meantime, Francis I had decided to establish his claims to New France by effective settlement. Sieur de Roberval, a Protestant nobleman, was appointed to head up the colonizing expedition which would take over and expand Cartier's small settlement. Cartier and Roberval, heading in different directions, met in the natural harbour of St. John's, Newfoundland. Cartier explained he had abandoned his colony because of Laurentian Iroquoian hostility, then he slipped away, leaving Roberval to spend a miserable winter in Canada before he too abandoned the project. In France, Cartier soon learned that his precious cargo was iron pyrite, mica and quartz. Its memory was perpetuated in the popular francophone saying, "faux comme les diamants du Canada" or "as fake as Canadian diamonds."

THE CARTIER LEGACY IN CANADA'S TRANSITION

Jacques Cartier's explorations of Canada were inspired by the desire to find a northwest trade passage that would link Europe to Asia. He really had not intended to discover a new land and he certainly had not bargained on the bitterness of a Canadian winter or the ruggedness of this uncharted wilderness that he referred to at one point as the "land God gave to Cain."

He was frustrated in his quest for a route to the Orient and fooled in his search for gold, silver and precious jewels. From our modern perspective, however, we see that Cartier did indeed discover riches but he failed to recognize or capitalize on them. He didn't fully comprehend the value and importance of the land and natural resources. And he missed the opportunity to exploit the fur trade which was later to give such wealth to so many and to play such an important role in the development of the Canadian economy.

Cartier nonetheless made a major contribution to Canada's development through the spirit of adventure which he embodied. This spirit has since



proved invaluable in an environment that has constantly tested the strength and courage of all who have pitted themselves against it. Canada is much changed from those early days when the first explorers stepped on our shores. But Canadians share a common ancestry of spirit and determination that was so essential to the settling of a harsh new land.

The transition to today's Canada has been a remarkable one. Canada has evolved into one of the leading industrial and political powers in the world, with a voice that is heard with respect and deference in the international forum.

Ours is truly a land of immigrants, for every non-native Canadian can point to ancestors who, at some time during the past few centuries, decided that this land would be a good place to make a home. Today, immigrants continue to arrive, increasing the richness of our culture and ethnic identity.

This booklet pays tribute to a man who, 450 years ago, played a vital role in the early history of Canada: Jacques Cartier.







GASPÉ PENINSULA



The Gaspé Bay, flowing into the Gulf of St. Lawrence, offered Cartier's ships refuge from heavy weather in July 1534. Little did he realize how close he was to the St. Lawrence River, which would later carry him into the heart of a land of riches, albeit land and natural resources and not gold and jewels.

The Gaspé Peninsula still draws explorers by the thousands, but these explorers now come to admire its beauty and rugged look, and not to seek passage to Asia. In the Gulf of St. Lawrence, boatloads of people set out to watch the dolphins and whales playing in the water, much as Cartier's crew must have watched them 450 years ago.

Fishing is an economic mainstay of 20th-Century Gaspésians, although when Cartier landed there he did not realize that the area's schools of cod would one day feed such a vital primary industry. Now, in addition to fishing, the Gaspé region supports a variety of modern industries, ranging from manufacturing and trade to construction and services.

Cartier found that the Iroquois cultivated the land with corn, beans, pumpkins and tobacco. Today, agriculture plays a less important role, making up only four per cent of employment activity.

The Gaspé Peninsula of today has a largely francophone population of some 180,000 persons, 9% of whom are over 65 years of age. The labour force is predominantly male, though female participation is rising and women now make up 38% of the work force.

*The Gaspé Peninsula
(Federal Electoral Districts of Gaspé,
Bonaventure – Îles-de-la-Madeleine
and Matapédia-Matane)*

<i>Population*</i>	<i>Number</i>	<i>Percentage</i>
Total population	178,700	
Population 15-64 years	119,700	67.0
over 65 years	15,900	8.9
<i>Marital status (population 15 years and over)</i>		
Single	44,900	33
Married	81,200	60
Divorced	1,700	1
Widowed	7,800	6
<i>Ethnic origins</i>		
British	14,800	8
French	158,100	89
Other and multiple	4,100	2
<i>Religions</i>		
Catholic	167,100	94
Protestant	8,800	5
United Church	2,900	2
Anglican	4,100	2
Other	1,200	1
<i>Number of occupied private dwellings</i>		
Owned by occupants	50,500	76
<i>Family structure</i>		
Husband and wife families	38,900	88
Lone-parent families	5,200	12
Average size of family		3.6
Average number of children		1.7
<i>Families by number of children at home</i>		
0	23%	
1	26	
2	26	
3 or 4	20	
5 or more	5	

* All data are from the 1981 Census of Canada unless otherwise indicated.

<i>Labour force*</i>	Number	Percentage
Males	46,000	62
Females	28,100	38

Labour force by industry division

Manufacturing	17%	Public administration & defence	7%
Trade	15%	Transportation, communication & utilities	5%
Community, business & personal services	32%	Finance, insurance & real estate	3%
Agriculture	4%	Construction	6%
		Other	11%

Average annual income – 1980

Males 15 years and over	\$12,300
Females 15 years and over	\$ 7,400
Families	\$20,400
Non-family persons	\$ 7,700

Education

Level of schooling		
Elementary	47,400	35
Secondary		
– without graduation certificate	27,600	21
– with graduation certificate	21,600	16
Trades certificate or diploma	7,900	6
CEGEP and other non-university education		
– without certificate	6,400	5
– with certificate	13,800	10
University level		
– without degree	5,100	4
– with degree	4,200	3

* The labour force includes employed persons, and those unemployed persons who are actively seeking work or are laid off for a temporary period.



FLASHBACK

Again this river ... as has been already stated in the preceding chapters, is the richest in every kind of fish that any one remembers having ever seen or heard of; for from its mouth to the head of it, you will find in their season the majority of the ... varieties and species of salt and freshwater fish. Up as far as Canada, you will meet with many whales, porpoises, sea-horses, walruses and *Adhothiys*, which is a species of fish that we had never seen or heard of before. They are as white as snow and have a head like a greyhound's.

H.P. Biggar, ed., *The Voyages of Jacques Cartier*,
(Ottawa, 1924)





QUÉBEC CITY



The tourist to the Québec City of today can't escape the great sense of history of this city. There is a long stretch of boardwalk that looks out on the St. Lawrence River and surrounds the Citadel, leading to the Plains of Abraham. Across the river, one can see the town of Lévis and down the great expanse of water the approach used by the early adventurers who came to discover, and later to try to conquer, the city.

Indeed, the city still gives the impression of being fortified, designed to fend off the enemy. This is not accidental, since in the early days it was the target of many attacks by the Iroquois and later the British, who realized the strategic value of this land.

The value of this territory was not lost on Cartier, who on his return to Canada in 1535 found a safe harbour at the mouth of the Cap Rouge River. He was impressed by the oaks, maples and white cedar trees, so decided to set up camp and build a fort there. This settlement, called Charlesbourg Royal, was located 14 kilometres upstream from the Iroquoian village of Stadacona. The first long-term European settlement of the area occurred in 1608, when Samuel de Champlain erected his log dwelling and store. It was situated at the current site of the Notre-Dame des Victoires Church at Place Royale.

By the beginning of the 19th Century, there were about 15,000 people living in the vicinity of Québec City, most of them engaged in the fur trade, fishing, farming, weaving and other forms of basic industry.

Today, Québec City stands at the gateway of Canada's most densely populated area: the Québec City to Windsor corridor. The city has a total population of about 576,000 people, compared to 62,000 in 1881. Thousands of tourists come each year to the

A. Replica of La Grande Hermine, flagship of Jacques Cartier's expedition, located in Québec City.

B. Ice slide, Québec City Winter Carnival.



A.



B.

cial capital to see its historical sites and admire its contemporary elegance.

Average family income in Québec City in 1981 was about \$27,300. While much of this predictably goes towards food and shelter, the average family budget also includes major expenditures for items such as reading, recreation and taxes and gifts. For example an average of \$1,600 is spent each year on recreation, reading and education.

Air travel creates a fair amount of activity in the skies above Québec City, with some 75,000 aircraft landings and take-offs a year. The city also continues to be a focal point in transportation of cargo, with almost 14 million tonnes handled a year, including lumber, fish, meat, gypsum, salt and fuel oil.

Despite the winters which caused considerable suffering to Cartier's men and subsequent explorers, the climate is reasonably temperate. The soil is fertile and good for farming, and the land is protected by the mountains of the Canadian Shield which form a protective boundary to the north.

Québec City Metropolitan Area

<i>Population*</i>	<i>Number</i>	<i>Percentage</i>
Total population	576,100	
Population 15-64 years	406,400	70.5
over 65 years	48,100	8.3
<i>Marital status (population 15 years and over)</i>		
Single	149,900	33
Married	267,600	59
Divorced	11,700	3
Widowed	24,800	5
<i>Ethnic origins</i>		
British	16,400	3
French	535,700	94
Other and multiple	17,000	3
<i>Religions</i>		
Catholic	548,550	96
Protestant	9,200	2
United Church	3,400	1
Anglican	1,500	0
No religious preference	9,500	2
Other	1,600	0
<i>Number of occupied private dwellings</i>		
Owned by occupants	195,500	
	98,800	51
<i>Family structure</i>		
Husband and wife families	127,500	87
with children at home	86,700	59
with no children at home	40,800	28
children no longer at home	14,100	10
childless	26,700	18
Lone-parent families	19,000	13
Average size of family		3.3
Average number of children		1.4

* All data are from the 1981 Census of Canada unless otherwise indicated.

Families by number of children at home

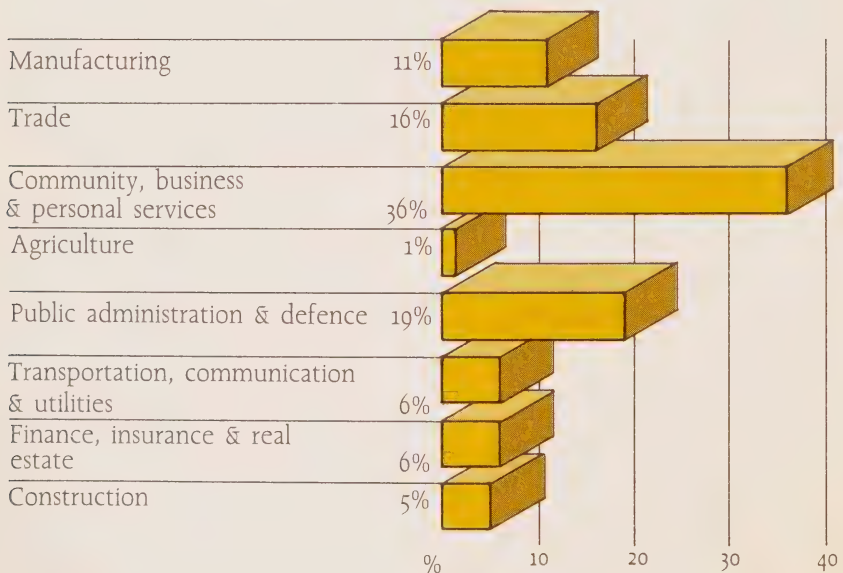
	Number	Percentage
0	40,800	28
1	40,100	27
2	40,300	28
3-4	22,900	16
5 or more	2,500	2

Labour force

Males	164,300	58
Females	116,600	42

Average annual income – 1980

Males 15 years and over	\$ 17,200
Females 15 years and over	\$ 9,000
Families	\$27,300
Non-family persons*	\$10,800

Labour force by industry division

Average weekly earnings (selected industries) Dec. 1983

Manufacturing	\$462	Transportation, communication & utilities	\$486
Trade	\$250	Finance, insurance & real estate	\$391
Community, business & personal services	\$342	Construction	\$495

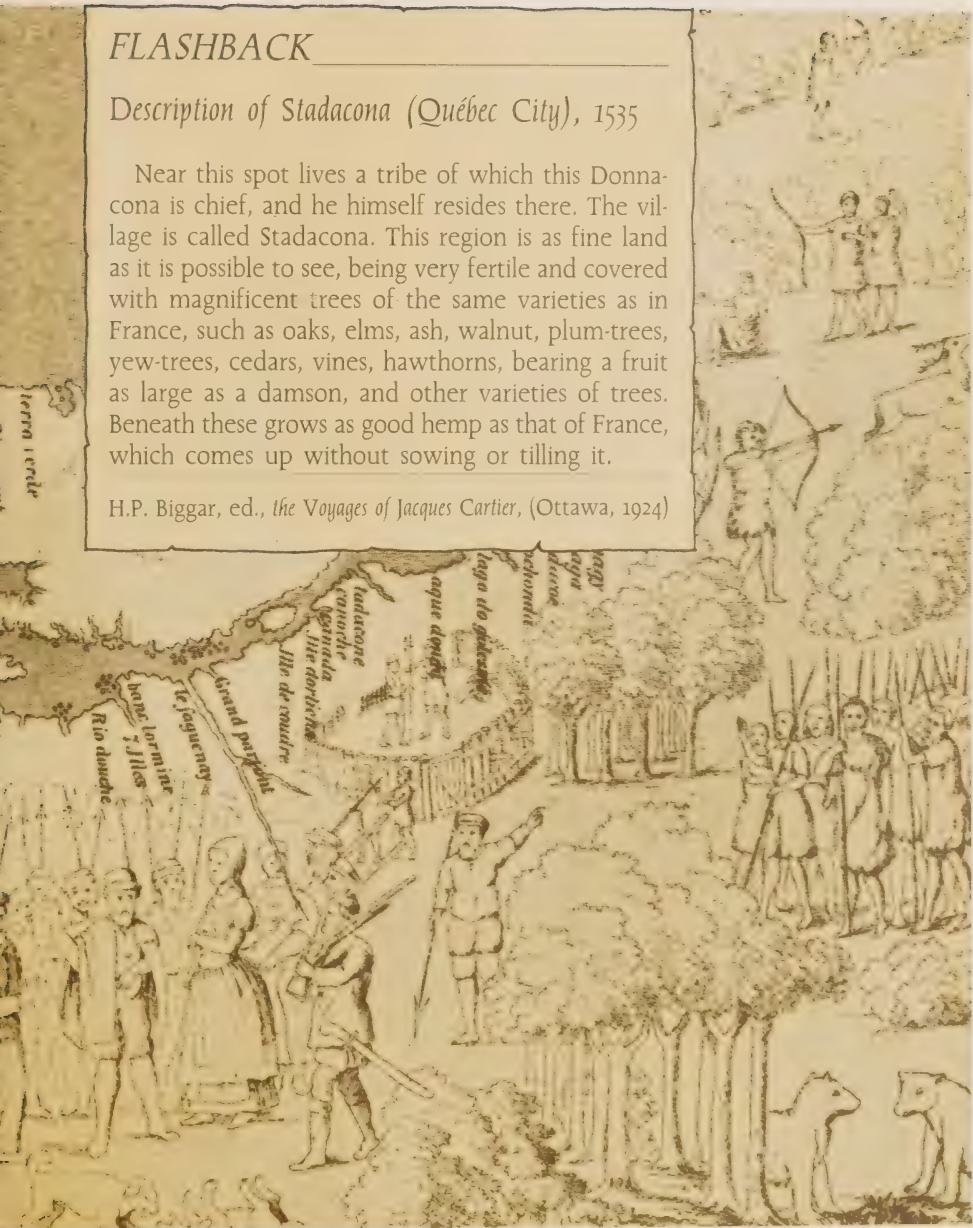
Education

Level of schooling	Number	Percentage
Elementary	93,200	21
Secondary		
- without graduation certificate	74,800	17
- with graduation certificate	87,800	20
Trades certificate or diploma	17,800	4
CEGEP and other non-university education		
- without certificate	33,500	8
- with certificate	66,500	15
University level		
- without degree	29,400	7
- with degree	44,200	10

* Non-family persons refers to household members who do not belong to a Census family, including persons living alone.

Description of Stadacona (Québec City), 1535

H.P. Biggar, ed., *the Voyages of Jacques Cartier*, (Ottawa, 1924)





MONTREAL



It was during Cartier's voyage of 1535 that he first visited the fortified Iroquoian village of Hochelaga. From the top of Mount Royal, from which the City of Montréal was to take its name a century later, Cartier could see the treacherous rapids upstream on the St. Lawrence River that would later be called "Lachine" because of Cartier's belief that they led to the Orient.

Paul de Chomedey, sieur de Maisonneuve, laid the foundation of Ville-Marie, which was to become the city of Montréal at Place Royale in May 1642. He erected the first dwellings, a fort and a cemetery, and enclosed them within a wall of stakes. The original streets were laid out by a priest-historian named Dollier de Casson. His main thoroughfare, Notre-Dame, stands today as evidence of early planning.

But it was not until the 18th Century that Montréal began to attract people from various occupations, and to establish itself as a major centre.

The Montréal of today is eclectic and cosmopolitan; the world's second largest French-speaking city. It vaulted into international prominence with its hosting of the 1967 world's fair, Man and His World, and the 1976 Olympic Games, all of which added to its renown as one of the world's great cultural and economic centres.

Montréal's population has grown to nearly 3 million, of which 66% are of French origin and 11% of British origin. More than 2 million people are Catholic in Montréal, followed by over 260,000 Protestants.

Montréal's labour force is made up of 835,000 males and 594,000 females. The major industry here is business and personal services which accounts for 31% of the city's industrial activity. Second in importance is the manufacturing sector, with just over 24%.

A. View of downtown from the riverfront

B. State and Hill World Center and the Francis Marion

C. Construction of the top of Mount Rushmore



A.



B.

C.



D. An aerial view of Beaver Lake on Mount Royal, Montréal.

E. The Café Terrasse, located in Montréal's Place Ville-Marie.

Lifestyle

The average family income in Montréal is about \$27,200, of which about \$8,800 goes towards food and shelter. But Montréalers also spend a lot of money on clothing, private transportation and recreation.

Because of Montréal's size, there are many commuters — just over 1,100,000 in fact. However, there are still about 97,000 people who are pedestrians. Montréal is also an air travel centre, with almost 290,000 aircraft landings and take-offs recorded in 1983.

Glimpses of History: Past and Present

When the original settlers arrived in Montréal, they found many acres of prairie-like land where they could sow grain and cultivate gardens. The trees bore nuts, plums and cherries and there were many kinds of wildlife. Today the agricultural activity within the metropolitan area accounts for about 1% of commercial activity.

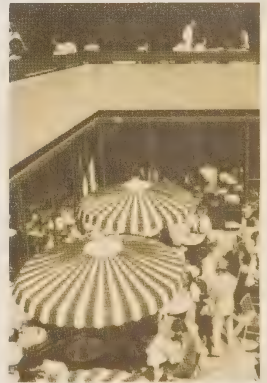
Education in Montréal was first undertaken by the Sulpiciens, who were the Seigneurs of the island. In those days, however, only boys were educated. It was not until 1653 that Marguerite Bourgeoys and the sisters of the Congregation de Notre Dame opened a school for girls. They also founded the Church of Notre Dame de Bonsecours and its adjacent convent.

Today there are about 530,000 youngsters enrolled in elementary schools and over 200,000 Montréalers have a university level degree.

In the 19th century, Montréal was a shipbuilding centre, specializing in ships of the 300-ton wooden vessel type. The first such vessel was called the *Accommodation* and was built for John Molson of the



D.



E.

Street scene, old Montréal.



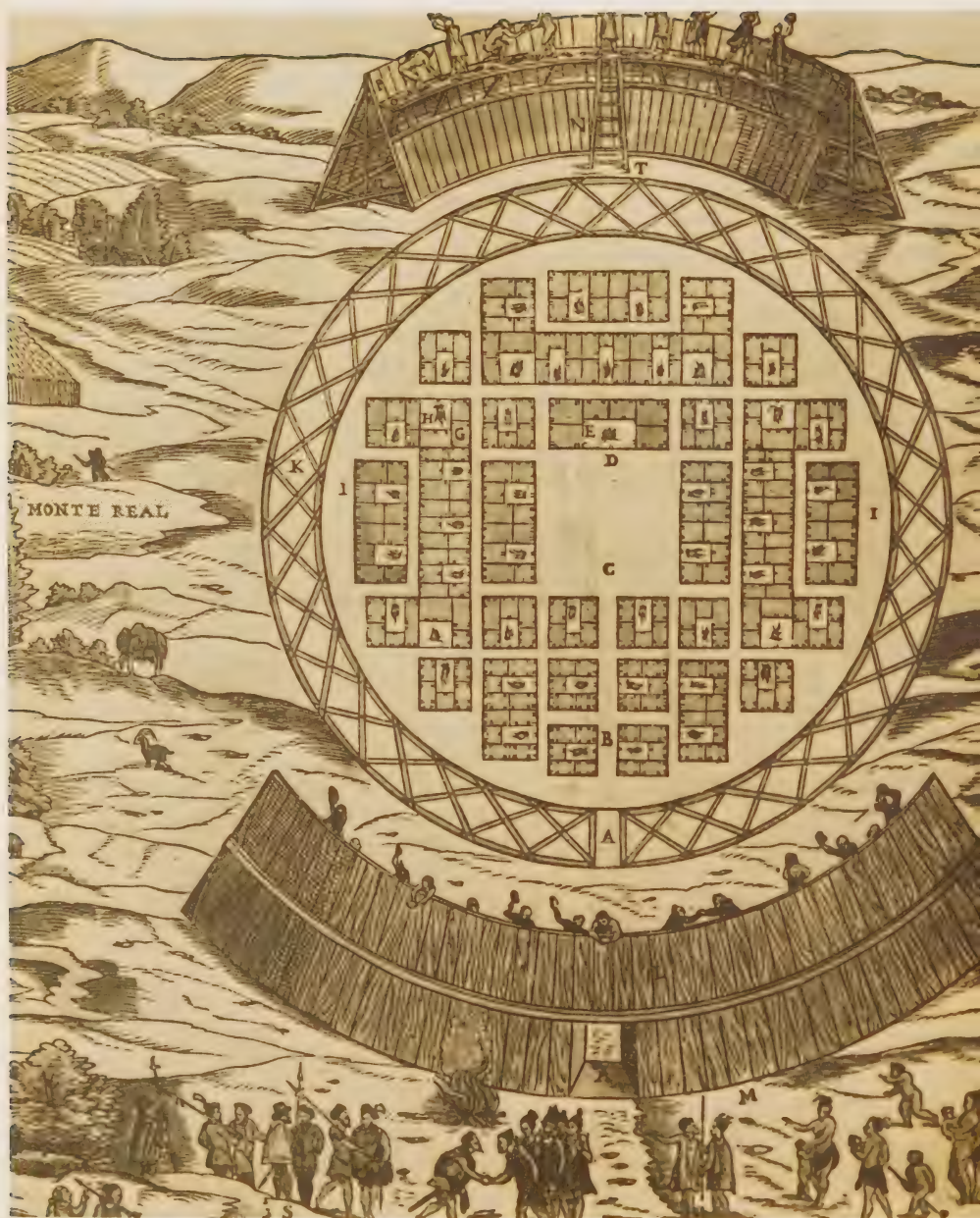


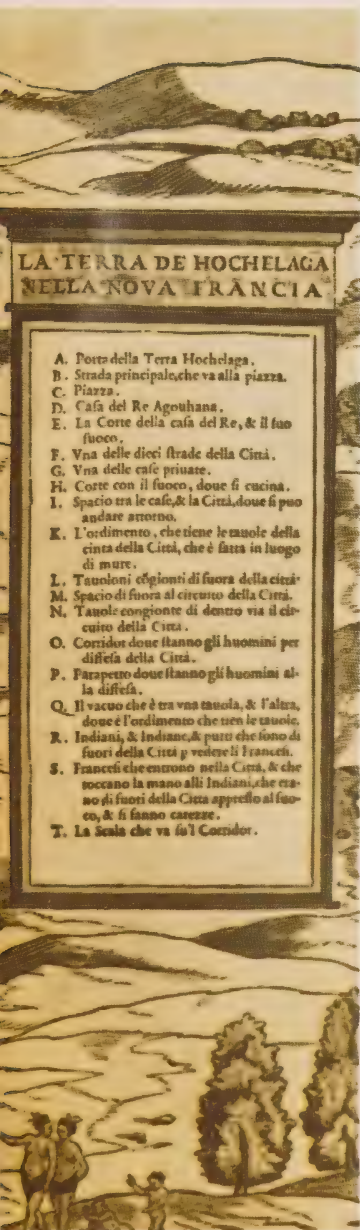
brewery which still bears his name. The *Accommodation* provided steam passenger service between Montréal and Québec City, and made the trip in 66 hours, 30 of them spent at anchor. Today, the same trip can be made in less than an hour, by airplane. The timing and the times have changed.

* * *

Jacques Cartier could not have known the precise direction the future of New France would take, when he first landed here in 1534. But he must have sensed, nonetheless, that the future of the land was assured. And there he was right.

*La Torre de Huelmo (Bella Nova Lancia) [The Tower
of Huelmo or New Lance], engraving, Biblioteca
Patrono Editrice, Publico Archioo di Venezia, Venezia,
c. 1650.*





FLASHBACK

Description of Hochelaga (Montréal)

And in the middle of these fields is situated and stands the village of Hochelaga, near and adjacent to a mountain, the slopes of which are fertile and are cultivated, and from the top of which one can see for a long distance. We named this mountain "Mount Royal." The village is circular and is completely enclosed by a wooden palisade in three tiers like a pyramid. There is only one gate and entrance to this village, and that can be barred up. Over this gate and in many places about the enclosure are species of galleries with ladders for mounting to them, which galleries are provided with rocks and stones for the defence and protection of the place. There are some fifty houses in this village, each about fifty or more paces in length, and twelve or fifteen in width, built completely of wood and covered in and bordered up with large pieces of the bark and rind of trees, as broad as a table, which are well and cunningly lashed after their manner.

H.P. Biggar, ed., *the Voyages of Jacques Cartier*, (Ottawa, 1924).

Montréal Metropolitan Area

<i>Population*</i>	<i>Number</i>	<i>Percentage</i>
Total population	2,828,300	
Population 15-64 years	2,006,500	70.9
over 65 years	260,100	9.2
<i>Marital status (population 15 years and over)</i>		
Single	681,600	30
Married	1,370,200	61
Divorced	73,700	3
Widowed	141,100	6
<i>Ethnic origins</i>		
British	319,000	11
French	1,838,000	66
Other and multiple	641,000	23
<i>Religions</i>		
Catholic	2,246,300	80
Protestant	261,400	9
United Church	75,500	3
Anglican	85,200	3
Eastern Orthodox	70,300	3
Jewish	101,400	4
No religious preference	88,700	3
Other	30,000	1
<i>Number of occupied private dwellings</i>		
Owned by occupants	1,026,900	
	427,000	42
<i>Family structure</i>		
Husband and wife families	640,000	86
with children at home	405,800	55
with no children at home	234,200	31
children no longer at home	105,200	14
childless	129,000	17
Lone-parent families	102,300	14
Average size of family		3.2
Average number of children		1.3

* All data are from the 1981 Census of Canada unless otherwise indicated.

Families by number of children at home

	Number	Percentage
0	234,200	32
1	206,300	28
2	195,000	26
3-4	98,600	13
5 or more	8,100	1

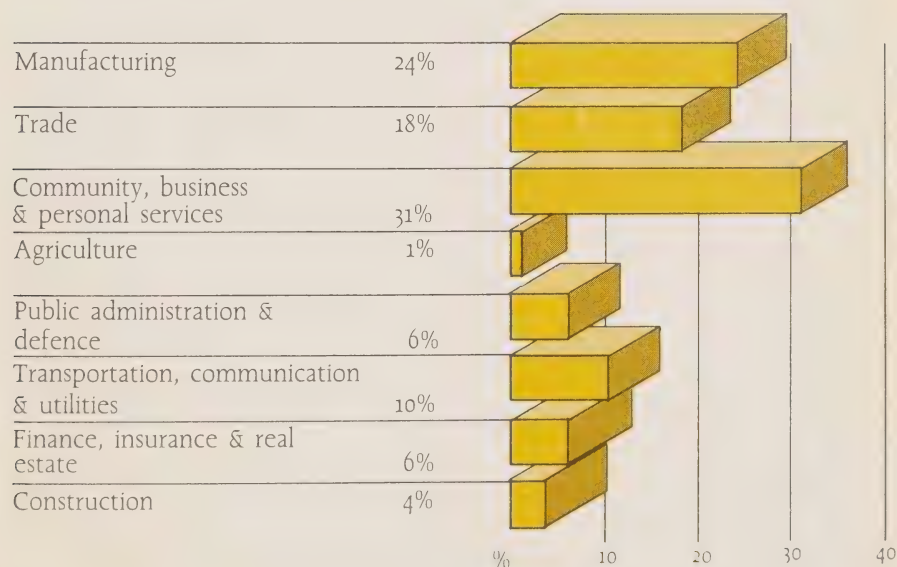
Labour force

Males	834,700	58
Females	594,000	42

Average annual income - 1980

Males 15 years and over	\$ 17,100
Females 15 years and over	\$ 9,100
Families	\$27,200
Non-family persons	\$10,700

Labour force by industry division



Average weekly earnings (selected industries) Dec. 83

Manufacturing	\$416	Transportation, communication & utilities	\$560
Trade	\$299	Finance, insurance & real estate	\$406
Community, business & personal services	\$351	Construction	\$490

Education

Level of schooling	Number	Percentage
Elementary	530,100	24
Secondary		
– without graduation certificate	425,900	19
– with graduation certificate	370,000	17
Trades certificate or diploma	68,800	3
CEGEP and other non-university education		
– without certificate	171,100	8
– with certificate	277,700	12
University level		
– without degree	190,700	9
– with degree	203,400	9



FLASHBACK

Description of a Canadian Winter, 1535-36

The women of this country work beyond comparison more than the men, both at fishing, which is much followed, as well as at tilling the ground and other tasks. Both the men, women and children are more indifferent to the cold than beasts; for in the coldest weather we experienced, and it was extraordinary severe, they would come to our ships every day across the ice and snow, the majority of them almost stark naked, which seems incredible unless one has seen them. While the ice and snow last, they catch a great number of wild animals such as fawns, stags and bears, hares, martens, foxes, otters, and others. Of these they brought us very few; for they are heavy eaters and are niggardly with their provisions. They eat their meat quite raw, merely smoking it, and the same with their fish.

H.P. Biggar, ed., *the Voyages of Jacques Cartier*, (Ottawa, 1924).

A. The Windmill, Brown Children St. Laurens River
Cutter and the mill (1900) was here in 1800.

B. Port Rock, Cape Peninsula.



A.

B.



STATISTICAL SNAPSHOTS OF THE PROVINCE OF QUÉBEC

Family expenditures

The figures are compiled from a survey of the 1982 expenditures of families living in major urban centres. Comparable data for the Gaspé area are not available.

	<i>Québec City</i>	<i>Montréal</i>
Total expenditures	\$27,100.00	\$26,800.00
Food	4,200.00	4,200.00
Shelter	4,600.00	4,600.00
(rented)	1,700.00	1,800.00
(owned)	1,900.00	1,800.00
Household operation	1,000.00	1,000.00
Household furnishing & equipment	800.00	800.00
Clothing	1,800.00	1,800.00
Personal care	500.00	500.00
Health care	500.00	500.00
Tobacco & alcohol	1,000.00	900.00
Transportation	3,000.00	3,100.00
Recreation, reading & education	1,600.00	1,500.00
Miscellaneous	800.00	700.00
Personal taxes, security and gifts	7,200.00	7,200.00

Recreational equipment in households

Number and percentage of Québec households owning selected recreational equipment in 1982.

	<i>Number</i>	<i>Percentage</i>
Adult bicycles	1,104,000	50
Skis: Downhill	409,000	19
Cross-country	894,000	41
Snowmobiles	196,000	9
Pleasure boats	234,000	11
Canoes	103,000	5
Rowboats, skiffs and dories	112,000	5
Outboard motor boats	58,000	3
Sailboats	21,000	1
Overnight camping equipment	477,000	22
Tents	363,000	17
Travel trailers	63,000	3
Tent trailers	56,000	3
Truck campers	24,000	1
Vacation homes	173,000	8

Transportation

Motor vehicle transport (1982)

	Number	Percentage
Households with		
– one or more automobiles (province)	1,678,000	77
– two or more automobiles (province)	410,000	19
– one or more automobiles (Montréal)		70
– one or more automobiles (Québec City)		75

Modes of travel to work (1982)

	Province	Montréal	Québec City & Lévis
Number of commuters	2,190,000	1,108,000	183,000
– driving alone	1,045,000	470,000	96,000
– driving with passengers	175,000	80,000	N.A.
– riding as passengers	318,000	141,000	N.A.
– taking public transportation	351,000	305,000	23,000
– walking	265,000	97,000	24,000

	Province	Montréal	Québec City & Lévis
Percentage			
Number of commuters	100	100	100
– driving alone	48	44	52
– driving with passengers	8	7	N.A.
– riding as passengers	15	10	N.A.
– taking public transportation	16	30	13
– walking	12	8	13

Marine transport (1981)

	Montréal	Québec City	Gaspé
Number of vessels	2,960	1,100	70
Cargo tonnes handled	21,107,000	13,875,800	300,300

Types of cargo:

railway rolling stock,
cars, trucks, household
goods, aircraft, ships,
tires, general cargo,
lumber, fish, meat, salt,
gypsum, metals,
machinery

grains, pulpwood,
gypsum salt, fuel oil,
chemicals, gasoline,
fish, vegetables, lum-
ber, processed food,
general cargo, motor
vehicle engines, textiles

copper ore and con-
centrates, iron ore,
gasoline, fuel oil, salt

Communications (1982)

Number of telephones in Québec

4,077,000

Telephones per 100 persons

63

Number of telephone calls: local

6,014,636,000

long distance

297,991,000

Telephone calls per capita

975

Health

The statistics contained in this section provide recent information on the health of the Québec population.

Québec-wide

Life expectancy at birth, 1980-82

(There were 6,400,000 Québécois in 1981)	males	71.07 years
	females	78.72 years

Total population per doctor, 1981

Bas St. Laurent/Gaspésie	878
Québec City	513
Montréal (total)	497

	Montréal	Québec City	Bas St. Laurent & Gaspésie
Number of services provided per physician, 1981	6,300	5,300	5,800

Fitness

The 1978-79 Canada Health Survey showed that there were then 2,503,000 people in Québec between the ages of 15 and 64 who were at least at the minimum acceptable level of fitness.

Health problems — types and percentages

	Type	Prevalence
Top five most frequent health problems revealed by the survey:	Arthritis/rheumatism	10%
	Skin disorders	8%
	Limb and joint disorders	8%
	Dental trouble	8%
	Hay fever	7%

Education

The statistics contained in this section are from a Province of Québec publication for 1980-81 and involve only the public school system.

Number of schools 3,500
(includes pre-school, primary and secondary)

Number of school boards

Catholic	200
Protestant	30
Other	4

Higher education

Universities	7*
CEGEPs	46

CEGEP's by number of students

- 15 have fewer than 1,500 students
- 9 have 1,500 to 2,500 students
- 9 have 2,500 to 3,500 students
- 6 have 3,500 to 4,500 students
- 7 have 4,500 students or more.

Number of students

School boards	1,209,000
CEGEP's	135,000
Universities	177,500

* Of the 7, the Université de Montréal has 2 affiliated schools, and the Université du Québec includes 10 constituents.

Number of teachers

School boards	full time	65,700
	part time	1,700
CEGEP's		8,500
Universities	full time	9,900
	faculty heads	850
	administration	600
	professors/researchers	6,350

Cost per student (public)

School board	\$2,800
CEGEP	\$3,850
University	\$8,050

Annual budgets (totals)

School boards	\$3.1 billion
CEGEP's	\$599,262,000
Universities	\$782,485,000



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Statistics
Canada

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Canada

